

MANY BUYERS AT SHOW

One Exhibitor Has Sold Eight Automobiles in Two Days.

SMALLER CAR POPULAR

Combination of Motor Car, Aeroplane and Ice Sleigh One of the Recent Novelties.

"This is a buyers' show," said G. W. Garland last night at the International Automobile Show at the Grand Central Palace. Mr. Garland is manager of the Garland Automobile Company, which is exhibiting Velle cars at the show. "There is an entire absence of mere curiosity seekers. People who are here are here to buy, and not to look. We have sold eight Velle cars since the show opened. That we consider unusual. The first car we sold was the 'Racetrack roadster' to F. L. Vanderpool, of No. 22 Gramercy Park. Miss Eleanor Sears, of Boston, also bought a Velle. There is a decided trend toward the medium sized car. The chap who wanted the big showy car is less in evidence to-day than a few years ago, because he has learned that only the heavy purse can stand the expense of the big, heavy car, and the man who buys the cheaply constructed toy car soon finds that it does not satisfy, because he can ask but little of it in the way of touring. If his purse will stand it, he eventually he buys that medium sized car that has strength to endure the severest touring."

"Questionably the present day buyer is looking for a car that has power to climb the mountains and strength to do it without the feeling that the poor thing is being overworked. When a car will do these things and come home on time it gives the owner great freedom of action, and he may wonder where he chooses. The Velle Motor Vehicle Company are giving strong evidence that they are building cars to meet this want. One of its most attractive models is the fore-door. The cars are made of cast aluminum and can be dismounted in five minutes, leaving the car without ragged edges, a finished five-passenger touring car. This arrangement is the invention of Major Fuller, general manager of the Velle company."

It was "society day" at the show yesterday, and the attendance was large, notwithstanding the miserable weather. The admission was doubled, being placed at \$1 for both the afternoon and evening sessions. To-day and for the remainder of the show, which closes Saturday night, the admission will be 50 cents.

A polyglot sort of transportation machine, saving of the automobile, the aeroplane and an ice sleigh, was placed on exhibition at the show yesterday by the Metz company, of Waltham, Mass. This auto-sleigh is propelled by a 12-horsepower air-cooled motor, driving a 5-foot mahogany aeroplane propeller, and it is asserted that it can travel thirty-five to forty miles an hour over a smooth ice surface.

C. H. Metz, president of the company, was the designer of the auto-sleigh, and had a machine in the Russian auto-sleigh built for a grand duke, which was dedicated by three priests of the Russian Church.

The sleigh has accommodations for two passengers, who are stowed in twin automobile seats, like those on a racing automobile, and who are protected from wind and snow by a shield of the torpedo type. The auto-sleigh is built to sell at \$500, and is intended for inland lakes and rivers.

The Hart-Kraft Motor Company, of York, Penn., sold two commercial cars in the first two days of the show, one a closed sedan body car at \$1,200, the other a ton and a half capacity truck, with a closed body, at \$2,500.

Hal Chase, of the Yankees, has taken up motoring. He bought a Borgdell "30" at the exhibit of C. R. Teaboldt & Co., at the show, and the car is on exhibition with Hal's possessions. This is the same make of car that Philadelphia fans presented to Connie Mack. Chase is now looking for the scraps of "Ty" Cobb, Lajoie, Speaker and some of the other big leaguers who are fully as well acquainted with autos as line drives.

After being out exactly six weeks from the time it left Detroit, the Abbott-Detroit Bulldog arrived in New York City, with 6,000 miles added to its score and a total mileage of 21,000 miles to date and twenty-seven states visited. The Bulldog and its crew were unfortunate in having to travel in November and December, and doubly unfortunate that Dame Nature took it into her head to visit upon the Southern States the worst weather and coldest season they have experienced for years. Instead of finding a sunny South the Bulldog crew met with even colder weather than they did in the North, and the extreme humidity of the atmosphere added to the general chilliness.

Georgia has fine dirt roads in the dry season, but after a few days of rain they are well-nigh impassable. In this condition, added to its many hills and lack of standards, make automobile touring a horror instead of a pleasure. The Abbott crew have been all over the West, and say that Georgia red clay and town mud have the gumbo mud of Kansas and the adobe clay of Colorado beaten.

AUTOS GROWING CHEAPER

At Least, Buyers Are Now Getting More for Their Money.

"One noticeable fact in connection with the double automobile shows, which will open at Madison Square Garden on January 7 and continue two weeks, is the greatly increased value given for the purchase money," says one of the manufacturers. "Never before could a buyer get so great value in making an automobile purchase. While prices have been rigidly maintained in almost every instance and in many cases raised, the quality of the cars has been raised noticeably."

"Better upholstery, larger wheels and tires, more doors, wind shields, top slips, kneedowners, full sets of lamps, magneto, duplicate spark systems, extra tires, extra demountable rims, tire holders and repair kits, robe rails, foot rails, extra seat for mechanic or others, storm fronts, and many other things which are often and necessary, but in any event add to the comfort and serviceability of the cars are now included."

"In the past the buyers had to secure these fittings for himself at retail prices, with the result that the total expenditure amounted often to hundreds of dollars, most of which is now included in the original purchase price without extra cost or worry to the buyer."

"This a full set of lamps is now almost standard, but is specially mentioned by many makers, such as the Packard, Mitchell, Cadillac, Premier, Oldsmobile, Reo and others. With this lamp equipment some makers furnish gas generators, while others give preference to and furnish gas tanks."

"In the Interstate and Corbin and a few other makes the oil lamps are provided with electric bulbs for electric lighting for city use or short trips, by which arrangement the danger of lighting up for a short run is avoided."

WEINSTEIN NOW IS WINSTON.

Because there were twenty ways of spelling his name, which led to much confusion, Charles N. Weinstein obtained the name of Justice Amend, of the Supreme Court yesterday to change his name to Charles N. Winston. There were three hundred Weinstein in Manhattan, so that anybody looking for him among this large number might have trouble in finding him. He added that his name was the cause of much joking on the part of his friends.

GOTCH GIVES UP HIS TITLE

Mantle Falls on Mahmoud and Big Backing Goes with It.

Omaha, Jan. 3.—Frank Gotch, champion heavyweight wrestler of the world, declared to-night that he would resign his title in favor of Yousef Mahmoud, and said he would back Mahmoud against Hackenschmidt for \$20,000, part of which was posted to-night.

The announcement was made by "Farm" Burns from the ring in which Hackenschmidt and Jess Westward were preparing to wrestle. Burns stated that \$100 had already been deposited by Gotch and that the remainder would be posted at any time the challenge was accepted.

Mahmout and his manager appeared in the ring, and the Bulgarian offered to wrestle Hackenschmidt on the spot for nothing or for any amount.

HOLMER SHOWS HIS HEELS

Wins Big Marathon Race Abroad and Sets New Record.

Edinburgh, Jan. 3.—Hans Holmer, the American, won the professional Marathon race on Powder Hall ground to-day in the record time of 2 hours 32 minutes 21 seconds. He defeated twenty-six runners of Continental and British fame.

Bouchard, a Frenchman, led for fifteen miles in 1 hour 21 minutes 15 seconds. Holmer running strongly 100 yards behind. The American took the lead in the nineteenth mile and was timed at the twentieth mile mark in 1 hour 49 minutes 29 seconds.

From that point to the end of the twenty-six miles 28 yards Holmer held the lead finishing three-quarters of a mile ahead of the French runner, with the others badly strung out.

Hans Holmer first jumped into prominence at an indoor meet at Jersey City last year, when he ran fifteen miles in the first time of 1 hour 21 minutes and 45 seconds. In a recent race at Madison Square Garden, paired with William Quence, a team record of 2:02:16.15 was established for the Marathon distance.

AUTO MEETING BY SCORE

Motorists from Far and Near to Discuss All Questions.

With this city the Mecca for thousands of motor car enthusiasts during the time of the double automobile show, the auspices of the Association of Licensed Automobile Manufacturers at Madison Square Garden from January 7 to 21, a number of organizations have made preparations for holding their annual meetings. The following have been definitely scheduled:

January 7.—Midwinter meeting of the New York State Automobile Association, Hotel Belmont, 10 a. m.

January 10.—Meeting of the American Automobile Association Touring Information Board at national headquarters, No. 457 Fifth avenue, 10 a. m.

January 10.—Meeting of the executive committee of the Association of Licensed Automobile Manufacturers, at headquarters, No. 7 East 42d street, 10 a. m.

January 11.—Annual meeting of the National Association of Automobile Manufacturers, at No. 7 East 42d street, 10 a. m.

January 11.—Meeting of the American Automobile Association legislative board, No. 457 Fifth avenue, 10 a. m.

January 11.—Meeting of Society of Automobile Engineers at Automobile Club of America, 9 a. m.

January 11.—Dinner of the Society of Automobile Engineers at the Automobile Club of America, 2 p. m.

January 12.—Meeting of the Society of Automobile Engineers, at Automobile Club of America, 2 p. m.

January 12.—Annual banquet of the Association of Licensed Automobile Manufacturers, at Hotel Astor, 7 p. m.

January 12.—Meeting of board of directors of the National Association of Automobile Manufacturers, at No. 17 West 42d street, 10:30 a. m.

January 12.—Meeting of the board of managers of the Association of Licensed Automobile Manufacturers, at No. 7 East 42d street, 10 a. m.

January 12.—Meeting of Cycle Parts Association, Hotel Astor, 8 p. m.

January 12.—Meeting of the American Automobile Association good roads board, at No. 457 Fifth avenue, 2 p. m.

January 13.—Monthly meeting of the American Automobile Association executive committee, at No. 457 Fifth avenue, 10 a. m.

January 13.—Annual meeting and election of the Manufacturers' Contest Association at the headquarters of the Association of Licensed Automobile Manufacturers, 10 a. m.

January 13.—Annual meeting of the Motor and Accessory Manufacturers' Association, at Waldorf Astoria, 8:30 p. m.

January 13.—Annual dinner of the Motor and Accessory Manufacturers' Association, at Waldorf Astoria, 8:30 p. m.

January 18.—Annual banquet of the Automobile Trade Credit Association.

MARTIN OUTPOINTS MORAN

Scores Two Knockdowns in Bout That Goes Ten Rounds.

Jack Martin, a lightweight pugilist of East New York, had an easy time in outpointing Johnny Moran. "The Fighting Ace" in a one sided ten round bout at Brown's Gymnasium last night. Martin was the aggressor throughout the bout and landed two clean blows to Moran's one. Martin was taller, heavier and had the longer reach. He scored two knockdowns, one in the second and one in the third round, with hard, clean right cross counters to the jaw.

Stewart Donnelly, a fast lightweight of Indianapolis, outpointed Kid Mayo in a six round preliminary bout. Donnelly, who is a sparring partner of Ray Bronson, showed much of his tutor's speed and skill and easily won the popular decision. He is cool, carries a hard punch in either hand, and will make matters interesting for any boy his weight around the city.

Three ten round bouts will be contested at the Sharkey Athletic Club to-night. In the final bout Paddy Sullivan will box ten rounds with Jimmy Dolan.

Wigware—Can your wife always tell when you have been drinking? Philadelphia Record.

AUTOMOBILES.

MERCEDES

30 H. P.

Town and Country

Shaft-drive Chassis

AT A. L. A. M. SHOW

Exhibition Hall

Madison Square Garden

DAIMLER IMPORT COMPANY

751 FIFTH AVE - NEW YORK

Standard

11-T

Landulet

\$2,700

None can go further—none faster—none ride with greater ease and comfort—none have ever given better service.

Standard Motor Company, 225-227 West 57th St.

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Foreign Autos in Demand

Good Crowd Turns Out for Salon at Hotel Astor in Spite of Drenching Rain.

Selling began in earnest at the Importers' Automobile Salon in the Hotel Astor yesterday. The exhibitors to report sales were the Renault, Panhard and Benz firms. The demarest concern was disappointed in not receiving the show chassis of the English Daimler "Silent Knight," but will have it in their place when the doors are opened this morning.

The attendance yesterday afternoon and last night was larger than the exhibitors expected, as the unpleasant weather made getting about a burden. The men in charge of the exhibits declare they are greatly pleased over the plan of charging a high admission fee, as they have not been bothered by catalogue and souvenir hunters, as at other shows. The men and women who visit the salon are invariably persons who are interested in the best types of automobiles and who, in most cases, already own one or more imported cars.

The distinction of making the first sale went to Paul Lacroix, president of the Importers' Automobile Salon. He is the head of the Renault Freres selling branch, and yesterday he sold a 14-horsepower coupe limousine Renault car to Charles Herschhorn.

Andre Massenet, managing director of the Panhard and Levassor Automobile Company, sold a 30-horsepower "sliding sleigh" Panhard to C. L. Stralman, R. V. Chiodi, sales manager of the Benz Auto Import Company, reported the sale of the following cars: Russell Grace, an 18-horsepower landulet, body by Burr & Co.; J. L. Phillips, a 30-horsepower car, with a Rothschild body, and T. C. Madow, a 50-horsepower limousine.

Demarest & Co. will place the 35-horsepower English Daimler "Silent Knight" show chassis in their place this morning. The other cars they are displaying are three Italas and three Renaults, all the bodies having been built in their own shops. One Itala is a 30-horsepower, with a green limousine body, another is a 20-horsepower show chassis, and the third

HAS \$4,500 TO MEET \$100,000

Receiver for Empire State Life Offers Little to Claimants.

The figure presented to Justice Seabury in the Supreme Court by Frank Fritsch, who was appointed in 1906 as receiver of the Empire Life Insurance Company, do not give much hope to those who are claiming \$100,000 on policies in the defunct company.

The receiver said in his application for the appointment of a referee that the available assets of the company amounted to \$1,500, which was subject to deductions. When Fritsch was appointed receiver the death claims amounted to \$50,000, and since 1906 claims of \$50,000 have been put in.

One of the policyholders objected to the appointment of a referee to pass on the accounts of the receiver, but Justice Seabury appointed Henry N. Stevenson.

RENEWS VACCINATION FIGHT

H. A. Thorpe Fails to Force School to Admit Scarsless Youngsters.

Herbert A. Thorpe, of Princess Bay, Staten Island, who has been making a fight against having his two children vaccinated by the Board of Health, as a preliminary to attending public school, failed yesterday when he tried to compel Mr. Jennings, the principal, to admit the boy and girl without having them vaccinated. Mr. Jennings told Mr. Thorpe that he was sorry, but he could not admit the children. The trouble between Thorpe and the Board of Education goes back to last October, when the Board of Health's physicians inspected the school and wished to vaccinate the Thorpe children. They rebelled, and told the physicians their father instructed them not to allow it.

Three weeks later Thorpe was summoned to appear before Magistrate Marsh, at Stapleton, to explain why he had violated the Compulsory Education Law and kept his children from school. Thorpe contended that as he was giving them as good, if not better, education than they would receive in school, he was not violating the law. Magistrate Marsh took that view of the matter, and dismissed the complaint.

In December last Thorpe was called before Magistrate Hardy on the same charge. The Board of Education neglected to press the complaint, and the matter was dropped.

LECTURE ON LAW POSTPONED.

The lecture by Everett P. Wheeler on "The Relation of the Lawyer to His Client," which was to open the series of legal conferences arranged by the New York County Lawyers' Association and the Educational Alliance, has been postponed from the evening of January 3 to Monday evening, January 9, in the auditorium of the alliance, at No. 137 East Broadway. On the Monday following, January 16, William A. Purinton will discuss "The Lawyer's Duty to Prevent False Swearing." Other lectures in the course will follow at about weekly intervals.

AUTOMOBILES.

Simplex

MADE IN NEW YORK CITY

38 H.P. SHAFT DRIVE

Announcement

After two years of careful designing and testing, we are now ready to introduce our

Simplex 38 H. P. Shaft Drive Model

embodying the most modern structural improvements and retaining all other features which have given the Simplex its high standing, namely: best materials obtainable and highest class of workmanship. Slow and noiseless in city traffic, with an abundance of power on hill and road. It will be exhibited for the first time at the MADISON SQUARE GARDEN AUTOMOBILE SHOW. Complete specifications mailed on request.

For our large clientele desiring a high power chain drive car for touring we will continue to manufacture with the same care and attention our successful 50 and 90 H. P. models.

Agents Should Apply for Remaining Territory.

Simplex Automobile Company

1862 Broadway, New York City

Licensed Under Selden Patent.

Factory: 614 E. 83d St.

After two years of careful designing and testing, we are now ready to introduce our

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MORE VIEWS ON PUTTER

This Knotty Golf Problem Now Overshadowing All Else.

MEETING TO BE STORMY

Mr. Calkins Says, Why Swallow Rules and Then Choke Over Interpretations?

The more one talks with golfers on the all absorbing putter question the more apparent it becomes that this knotty problem is going to overshadow all others at the annual meeting of the United States Golf Association, to be held in Chicago on January 14. In speaking of the matter yesterday W. D. Vanderpool, secretary of the Metropolitan Golf Association, said that while he has always considered, and does still consider, himself conservative and opposed to any radical or warlike action against St. Andrews, he feels that the time has passed when practically one man on the Royal and Ancient rules committee should make laws for the entire golf world. Like many others, Mr. Vanderpool favors having St. Andrews assume a broader attitude toward golfers, especially in this country, considering that the Schenectady putter is an American creation.

Leighton Calkins has not in any way changed his views, so decisively expressed at the recent special meeting of the Plainfield Country Club. He is more firmly convinced than ever that the bending of the knee to the Royal and Ancient club, even through some form of interpretation, would be only putting off the evil day. Continuing along these lines, Mr. Calkins said:

"There is no sense in this policy of swallowing St. Andrews rules and then choking over the interpretation of it. St. Andrews is going to go on making and changing rules it ought to at least consult the United States Golf Association. The governing lawn tennis bodies in this country and Great Britain rarely make changes, and when they do, neither attempts anything without first consulting the other. It is also my judgment that the United States Golf Association at its annual meeting should refrain from finally adopting the proposed set of hole rules without first consulting with St. Andrews."

In referring to the controversy at hand and the revision of the rules in general, a Boston critic writes in part as follows: "When the rules were revised, in 1908, St. Andrews for the first time recognized the United States Golf Association rules committee and adopted much of its work, but it is extremely doubtful if this would have come about if the clubs in the West had not, in almost open rebellion against St. Andrews and the United States Golf Association, the puncture of rebellion, if deep enough, can rock a throne and agitate a crown."

"At that time C. B. Macdonald, who has not been an officer of the United States Golf Association for many years, but is a member of the St. Andrews Club, was made a member of the St. Andrews rules of golf committee, which was the St. Andrews method of recognizing the United States Golf Association, a most unsatisfactory one to an organization which was entitled to representation by the usual methods."

"When the rule in relation to form and make of clubs was amended so as to bar the metal headed putters the United States Golf Association was not consulted, nor does it seem probable that Mr. Macdonald was consulted. It was only when the sentiment against the putter amendment developed so strongly here that Mr. Macdonald took the field with a circular of explanation in which he omits the important fact that when the rule was passed R. C. Watson, secretary of the United States Golf Association, called St. Andrews whether the ruling would bar the Schenectady putter and received an affirmative answer. Mr. Macdonald evidently was not able to give the secretary of the United States Golf Association this information."

"The question which the delegates to the annual meeting have to consider is whether it is desirable that St. Andrews should deliberately select an American putter, in use for ten years, for condemnation and pass it to the junk heap without consulting the United States Golf Association; and furthermore, whether it is advisable to standardize the implements of the game in such a radical fashion. St. Andrews accepted many suggestions from this country when it revised the rules in 1908. Why should such an important step be taken without the golfers of the United States having a voice in the matter?"

SAN FRANCISCO MINING STOCKS.

San Francisco, Jan. 3.—The official closing quotations for mining stocks to-day were as follows:

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"The question which the delegates to the annual meeting have to consider is whether it is desirable that St. Andrews should deliberately select an American putter, in use for ten years, for condemnation and pass it to the junk heap without consulting the United States Golf Association; and if the answer, whether it is advisable to standardize the implements of the game in such a radical fashion, St. Andrews accepts many suggestions from this country which it reviled the rules in 1908. Why should such an important step be taken without the golfers of the United States having a voice in the matter?"

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Andes	65	Julia	60	
Baldwin	47	Justice	60	
Best & Belcher	31	Mexican	71	
California	29	Occidental	41	
Challenger	66	Oldfield	12 1/4	
Chollar	16	Overman	27	
Confidence	25	Panama	67	
Consolidated	25	Sag	Belcher	67
Consolidated	25	Santa Nevada	15	
Cop Imperial	62	Sierra Nevada	15	
Cop Imperial	20	Titan	29	
Cop Imperial	18	Utah	62	
Cop Imperial	14	Yellow Jacket	38	

AUTOMOBILES.

MOTORETTE

Highest development of the motocytle.

Not a cheapening of the automobile.

Yet—

The Motorette is as reliable, as well built, and as efficient as any high priced motor car—

Except for excessive speed it is as capable. (25 miles an hour maximum.)

With it is achieved more than ever before, the ultimate aim of all practical motor car builders—

Low cost of maintenance and operation.

The most radical change in Motordom this year

It is the first successful three-wheel motor car. Knox and Duryea in America; Boile' in Europe started with this idea. They saw the immense saving in a three-wheel car.

Unsurmountable difficulties which they met in the solid under frame, tilting of the rear wheel, short wheel base, etc. have been overcome in the Motorette by means of a mechanism called a stabilizer.

It is just as high grade in its construction as a \$6,000 automobile. With it the old hindrance to motor car ownership—cost of maintenance and operation is reduced to a minimum.

See it at the Grand Central

Palace Show—all week

Motor to H. P. Two cylinder opposed, water cooled. Engine bearings, Parsons White Brass. Enclosed planetary transmission with two speeds forward and one reverse. Heavy motorcycle tires in front, 3 inch automobile tire on rear wheel. Wheel bearings of the ball type. Springs of special alloy spring steel made of the same material and by the same makers as are those of the Packard & Pierce Arrow.

If you don't attend the automobile show send to the home office of the Company for Catalog No. 1.

Price \$385